

FLORIDA LURES THE MOTORIST SOUTH

Thousands Leave for 'the Land of Perpetual Sunshine.'

When the birds fly southward thousands of motorists start from the wintry North and follow them to "the Land of Perpetual Sunshine." Some start in the early fall and stop over in the Carolinas until after the holidays, then continue on to Florida. Others prefer to stay all winter at some of the resorts midway between New York and Florida, such as Pinehurst, Camden, Aiken, Augusta, Savannah and Asheville, where the climate is ideal for all outdoor sports, the thermometer seldom getting below 40. O. M. Wells, chief readman of the Automobile Club of America, outlines the following tour as the best.

Starting from New York the Lincoln Highway is followed through Newark, New Brunswick, Princeton, Trenton and Langhorne to Philadelphia. From Philadelphia two routes are available to Baltimore, both of which are in good condition. One is via Kennett-Square, Rising Sun and Belair, the other via Pottsville and Harrisburg. The latter route has excellent hotel accommodations 125 miles from New York. From Baltimore the route continues to Washington via the Blue Ridge pike. Perfect vision is assured by large areas of glass, with the rear quarter windows operated by silver mounted crank regulators. All interior fittings are cast bronze, heavily silvered. The door handles are ebony with silver trim, lending a touch of distinction to the exterior of the body.

The moulding around the exterior of the body is another Winton innovation in that it is built integral with the body wall and is not fastened on afterward, as is usual in body construction. This eliminates all noise due to weaving or loosening of the moulding.

In the rear is a spacious trunk rack, the body being protected with hand-stamped full crowned fenders blending with the lines of the car help complete this truly distinctive sport sedan. The price is \$4,500 at Cleveland.

Following the "vogue of the most exclusive individual custom body builders, the Winton designers have adopted a form of tufted upholstery in contradistinction to the standard French pleats.

There has been a great many reports recently that the route from Dinwiddie across the new bridge over the Roanoke River, through Henderson and Oxford was superior to the South Hill-Clarksville route. There isn't any doubt that the latter route has been much improved, but there is considerable soft clay after rains and motorists will find the best percentage of hard road in the South Hill-Clarksville to Durham.

This has been a banner year for the Carolinas as to road construction, and it is anticipated that the new bridge over the Roanoke River will be completed in the next two years.

There is a difference of opinion as to which is the best way for motorists going through to Florida from Durham. After a careful inspection by the Automobile Club of America we can safely say that the best percentage of good road is from Durham to Greensboro, via Salisbury, Charlotte, Spartanburg, Greenville, Hopewell and Athens to Atlanta will be found quite passable. One of the greatest improvements on this line is the new bridge across the Savannah River at Hopewell, which eliminates the old ferry.

Motorists going to Asheville will find the Chimney Rock route the most picturesque in the Blue Ridge Mountains, passing through Chimney Rock to Asheville, known as the "Land of the Sky."

From Greenville to Atlanta it is preferable to go through Athens, and the cross connection is desired, there is a good road from Athens through Thomaston to Augusta.

Motorists who arrive in Augusta from Aiken, Columbia, Camden and points north can continue down the coast on mostly good roads through Waynesboro, Sylvania and Springfield to Savannah.

The only bad piece of road from Savannah to Jacksonville is from the ferry landing at St. Mary's River through the wood toward Yulee. This stretch is about eight miles long and apt to be rough.

From Jacksonville down along the east coast the roads are all hard surfaced with long stretches of brick that are only nine feet wide. There are also a great many depressed culverts which make it necessary for motorists to drive at a reduced speed and use caution.

There is a good road from Jacksonville through Green Cove Springs and Palatka. There is only one trans-penninsula route that is all good from the east coast to the west coast. This starts at Daytona, running west through De Land, Orlando, Kissimmee, Auburndale, Lakeland and Plant City to Tampa.

With the exception of a few short stretches the entire east coast to Macon and about eighteen miles below Macon is hard surfaced and in good condition.

Motorists going down the interior route from Greenville who desire to go direct without going into Atlanta can continue due south from Athens through Madison to Macon.

There has been considerable discussion on the route from Macon south, via the Waycross route. There is a good route to Waycross, but from there on it is atrocious. It is preferable when going south from Macon to go through Valdosta, Madison and Live Oak, where a fair connection can be made through Lake City to Jacksonville, or to continue south through Live Oak through Springfield, Gainesville, Ocala and Leesburg to Orlando, where the trunk line is reached crossing the peninsula between Daytona and Tampa.

Motoring south depends entirely on weather conditions, and after a long spell of wet weather the clay roads are apt to be very bad. A great many motorists who take their cars south and start during the month of December, ship by boat. Information as to rates for shipping, dates of sailing, in fact all information on Southern touring can be obtained at the Bureau of Tours of the Automobile Club of America.

FIELDS JOINS THE CHALMERS COMPANY

Arthur E. Barker, vice-president of the Chalmers Motor Car Company, has announced the appointment of J. E. Fields as director of sales for Chalmers cars. Mr. Fields comes to the Chalmers organization with a long and valuable experience in the distribution of motor cars.

It is an interesting coincidence that Mr. Fields began his automobile career with the car of which he now assumes the sales management.

MERCER ANNOUNCES NEW SIX CYLINDER

A rumor that has persisted for some time has finally been confirmed in the announcement by the Mercer Motors Company of Trenton, N. J., that it is now building cars equipped with six cylinder engines as well as with the four cylinder engines which it has built for so many years.

The qualities which have long identified Mercer as one of America's greatest road cars have been incorporated in a six cylinder car of surprising flexibility and amazing smoothness.

New Winton Sport Sedan



THE Garland Auto Company is displaying a new member of the famous Winton-Six family—the sport sedan.

Built in the Winton manner following a tradition of craftsmanship that has not varied in its adherence to one ideal through twenty-five years of automobile history, there is yet just enough snap to this model to justify the term "sport."

Built entirely in the Winton shops from engine to upholstery the sport sedan reveals in every line and detail of finish a striking example of true luxury.

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BODY BUILDERS TO HOLD EXHIBITION

New Designs to Be Shown Coincident With Big Show.

Keeping step with the giant industry of which they are so important and necessary a part, the motor car body builders of America are prepared for 1923 to show greater advances in design and equipment than have ever before been made in a period of twelve months.

Luxury, comfort, lighter weight, more scientifically arranged spring suspension, greater ease of ingress and egress, better utilization of natural and artificial lightings—all these and hundreds of other features have occupied the attention of body engineers in the effort to evolve the perfect types of motor cars.

Because a moving chassis must always be subject to strains and stresses—not to speak of actual distortion where bad roads are encountered—the task of the body builders has always been a difficult one. That they have practically succeeded in fashioning the various types of bodies so that they will last almost indefinitely without squeaks or rattles or a loss of riding comfort is a tribute to their ingenuity.

The body building end of the automotive industry has become so highly specialized that it can no longer be adequately presented as an incidental to the national automobile shows. Hence the Body Builders Association will next month for the second time stage its own show. It will be held in the Twelfth Regiment Armory, Columbus avenue and Sixty-second street, during the week of January 8 to 13, coincident with the big motor car show at Grand Central Palace.

The armory show will not only afford an opportunity to motor car manufacturers to look over the new designs and to make contracts but will also attract the class of motorists who desire to have their own ideas incorporated in their new cars for 1923. A great many motorists who can afford to buy what appeals to them prefer to select their own upholstery, colors, lamps and other fittings. This they will be able to do most conveniently at the armory show.

The display at the body show will reflect the increased vogue of the closed car, both in the number of designs shown and the greater numbers and variety of materials and devices adapted only for use with closed types.

Conclusive evidence has been presented in the last year or two that the closed types of cars will be dominant in the future. The designers, as a result, have bent their efforts toward incorporating in the enclosed models the advantages that have been presumed to be peculiarly a part of the touring and runabout types.

Plethora of light and lots of fresh air will be features of the 1923 closed bodies, effected through the use of larger windows with easier means of opening and closing them.

As far as the Nash exhibits at New York and Chicago are concerned I can say in all confidence that the dealer body and the public will not be at all disappointed. Nash Motors is finishing the biggest year in its history, and all indications point to even greater achievement during the coming twelve months.

The Nash exhibit will include closed as well as open models on the four and six cylinder car chassis.

Preparations are being made by the Nash Motors Company for its display of six and four cylinder cars at the forthcoming New York and Chicago automobile shows. Nash models on display at this season's shows, it is said, will eclipse in point of appearance, comfort and construction any car ever produced by Nash Motors.

"Interest not only on the part of the general public but by dealers will be greater at the automobile shows this year than it has been for several years past," said Charles B. Voorhis, vice-president and director of sales of the Nash Motors Company. "This is due to the fact that conditions generally are far better than they were last year or the year before, and to the further fact that developments in motor car construction have been very great during the last twelve months."

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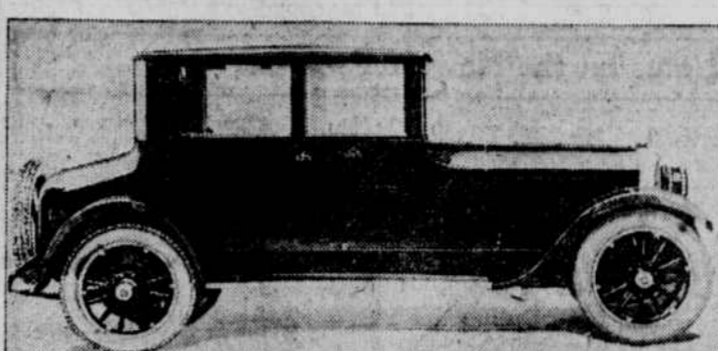
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New Paige 6-66 Coupe



AT the New York Automobile Show this year one of the cars that will no doubt attract a great deal of attention is the new Paige coupe, pictured above. A. J. Wise of the local company, with headquarters at 1751 Broadway, predicts a shortage of this model immediately after the show, as he has found a great demand on the part of the motoring public for this enclosed model, which offers every possible convenience and comfort to the driver at a moderate price.

COLLINS'S FIRST YEAR A BIG SUCCESS

When R. H. Collins acquired control of the Peerless Motor Car Company and took over the active management of the business on October 3, 1921, it was freely predicted that the public would soon begin to perceive an improvement in the position of the Peerless among the world's fine motor cars.

Men who knew the standing of Mr. Collins in the automobile industry were outspoken in their prophecy that the first year of the new management would record an awakening interest in the Peerless on the part of the public and the trade.

They also predicted that the same period would disclose many improvements in the car itself.

And, basing their conclusions on what Mr. Collins had done in the past, they forecast an expansion of the distributing organization, together with a large growth in Peerless sales and a consequent strengthening of the company's financial position.

The new model, introduced in the latter part of August, embodies numerous refinements and improvements of design and construction. It has been received with warm praise for its beauty of appearance, its quality of performance and its engineering excellences.

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WILLYS-KNIGHT MAKES COAST TO COAST TRIP

With a total monetary outlay of \$73.45, Mr. and Mrs. F. F. Smith of Bath, N. Y., arrived in Bucoda last week to visit D. D. Smith. The trip of 3,424 miles was made by Mr. and Mrs. Smith in fifteen driving days in their Willys-Knight car and was devoid of any mishap of any sort.

The trip from Bucyrus, Ohio, to Columbus, Mont., was made through snow-storms for almost the entire distance the worst storms being encountered in Montana, where the snow was from six to eight inches deep.

The only time when the tourists could not negotiate in high gear was while coming through the Rocky Mountain region, when intermediate gear was used. In the Cascades, however, Mr. Smith said that they were unaware of the fact that they were climbing. Through the Rockies they passed car after car which was stalled on account of the stiff grades and every little way a team could be seen pulling cars up the mountain.

In the entire distance 163 gallons of gas was used and twenty-eight quarts of oil. In every five gallons of gas one pint of oil was used to make sure of proper lubrication.

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